

The relocated, permanent westbound I-10 exit to SR 51/Loop 202 will leave I-10 about 3/4-mile south of the existing off-ramp. From mid-August through December, all I-10 westbound traffic must use the new exit, while HOV ramp bridge construction advances. I-10 westbound traffic will rejoin the highway from a temporary crossover, just north of Roosevelt Street.

New entrance to westbound I-10 from Jefferson and Washington streets. Motorists can enter I-10, or continue north on the new, permanent "connector road" to SR 51/Loop 202.

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CONSTRUCTION ALERT

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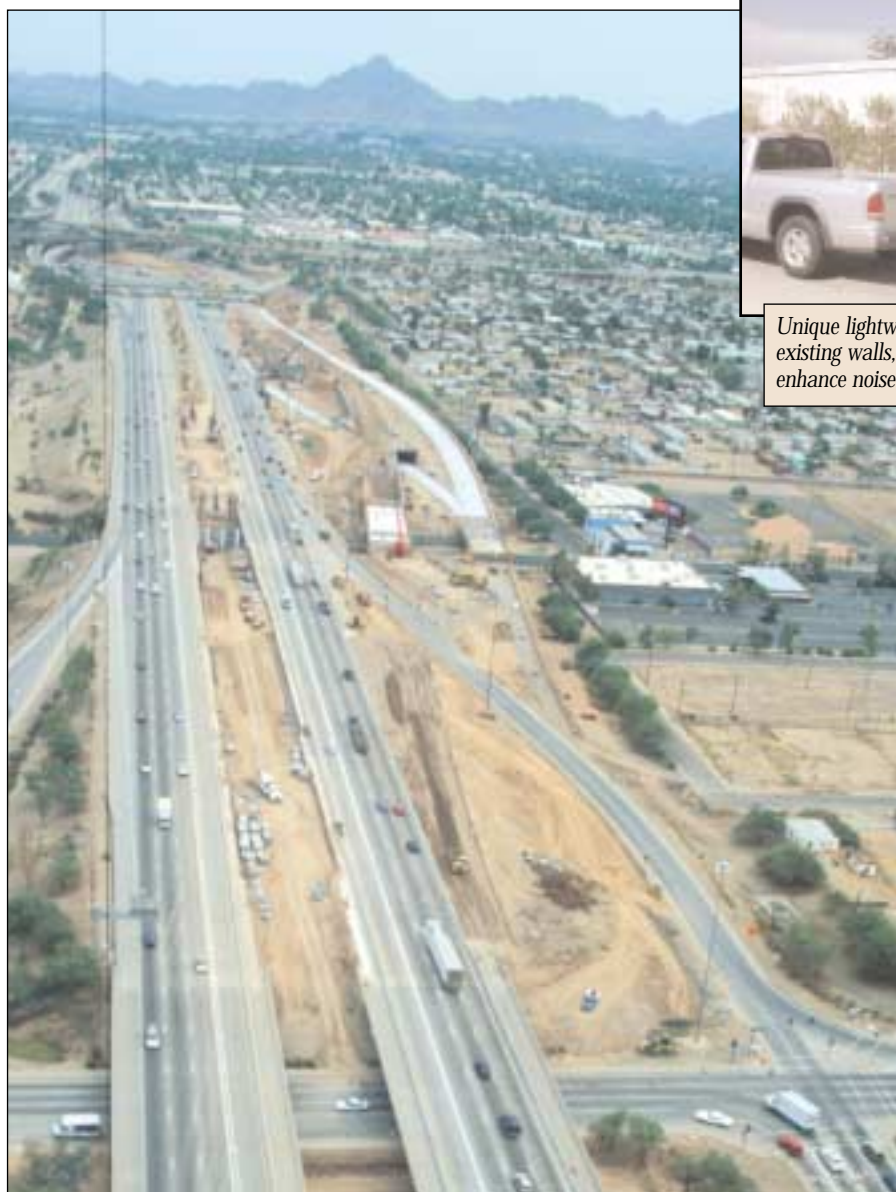
Traffic Shift Ahead: HOV bridge over I-10

From mid-August through the end of this year, westbound Interstate 10 will be shifted onto a bypass around HOV ramp bridge construction. The bridge will ultimately link I-10 carpool lanes to new HOV lanes on State Route 51 that are scheduled to open next spring.

To prepare for the major traffic shift, numerous overnight and full weekend

closures of westbound I-10 access to SR 51 and Loop 202 are required. And, the existing entrance to westbound I-10 from Jefferson and Washington streets will be closed for nearly three weeks.

Frequent closures are scheduled to begin August 2nd. Please, be alert for Advance Warning Signs, and drive safely--at work zone speeds.



Beginning in mid-August, the westbound I-10 exit to State Route 51 / Loop 202 will be relocated. The new, permanent exit is about 3/4-mile south of the existing off-ramp to SR 51. Be prepared to exit from a new location, watch for advance warning signs, and please drive safely.



Unique lightweight concrete panels are attached to sound existing walls, or positioned as stand-alone panels, to enhance noise mitigation along the SR 51 corridor.

Precast concrete girders were set at the SR 51 crossing of McDowell Road in mid-July. The "tub" girders will be permanently attached to both sides of the structure, allowing the freeway to be widened at the crossing for new carpool lanes.

Cranes, each with a 300-ton capacity, placed the girders atop temporary support towers. Three girders were set on each side of the bridge: two 65-foot long girders weighing 265,000 pounds each, and a single 90-foot girder weighing 285,000 pounds. Final attachment will be completed later this year.



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